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PROCEEDINGS OF STOCKHOLDERS

OF

North Carolina Railroad Company

Sixty-seventh Annual Meeting

Greensboro, North Carolina

July 12th, 1917.

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THE PATE PRINTING COMPANY
1917
BURLINGTON, N C.

PROCEEDINGS

OF THE SIXTY-SEVENTH ANNUAL MEETING

OF THE

STOCKHOLDERS

NORTH CAROLINA RAILROAD COMPANY

STOCKHOLDERS' MEETING

Guilford Hotel, Greensboro, N. C., July 12, 1917.

In accordance with the by-laws and after notice regularly given, the stockholders of the North Carolina Railroad Company met in the city of Greensboro, N. C., at twelve o'clock, noon, July 12th, 1917.

Mr. W. H. Wood moved that Col. James T. Morehead be called to the chair, which motion was duly seconded and unanimously adopted.

Col. Morehead came to the chair, and asked the Secretary, J. P. Cook, to record the minutes of the meeting. The Chairman then called for the report of the Proxy Committee, appointed at the annual meeting of 1916, to wit: Messrs.C. D. Benbow, L. M. Michaux and J. W. Graham; thereupon Mr. Michaux, for the committee, reported as follows:

Private stock represented in person	1,428
Private stock represented by proxy	5,119
Total private stock represented	6,547

The Proxy Committee reported also that stock owned by the State was represented by the State's Proxy, to wit: 30,002 shares.

Chairman Morehead called upon the State's Proxy to present his credentials, and thereupon Mr. Robert Hairston presented his commission, signed by T. W. Bickett, Governor. The Chairman then

announced that there was a quorum present and that the meeting was duly organized for the transaction of business.

Upon request of the Chairman, the Secretary then read the minutes of the 1916 stockholders' meeting, which, without objection, were approved.

President W. H. Wood then read his report and submitted the reports of the Secretary and Treasurer, the Finance Committee, the Land Committee and the Expert, the same being printed on advance sheets and were passed around amongst the stockholders.

Mr. L. M. Michaux moved that the several reports be accepted and printed in pamphlet form along with the proceedings of this meeting.

The Chairman announced that the election of Directors was in order, consisting of twelve, four on the part of the private stock and eight on the part of the State.

Mr. Michaux nominated for directors on the part of the private stockholders, Col. Bennehan Cameron, Mr. Hugh McRae, Col. Alex Webb and Mr. W. E. Holt, Jr., and there were no further nominations. The Chairman asked the Proxy Committee to collect and cast the vote and thereupon Mr. Michaux on behalf of the Proxy Committee cast 6,547 votes for the four person above named, and the Chairman declared them duly elected Directors for the ensuing year.

Mr. Hobert Hairston, State's Proxy, then placed in nomination on the part of the State for Directors: Messrs. J. M. Allen, W. T. Brown, J. Q. Gilkey, T. L. Gwyn, C. S. Tomlin, C. M. Vanstory, W. H. Wood, John P. Yount; and there were no further nominations, and he therefore cast the vote represented by the State's Stock, to wit: 30,002 shares, for the aforesaid persons, and the Chairman declared that they had been duly elected Directors of the Company for the ensuing year.

The Chairman then announced that the election of a Finance Committee on the part of the State was in order and the State's Proxy nominated and cast the vote of the State for Messrs. F. S. Lambeth, of Thomasville, W. T. Hollowell, of Goldsboro, Frank P. Tate, of Morganton, and E. C. Smith, of Raleigh, and the Chairman announced that they had been duly elected.

Col. Cameron then moved the election of a Proxy Committee for the next annual meeting. The result of said election is Mr. L. M.

Michaux, of Goldsboro, Mr. C. D. Benbow, of Greensboro, and Maj. J. W. Graham, of Hillsboro.

Mr. C. M Vanstory, in behalf of the various clubs of Greensboro, extended a cordial welcome to all stockholders to take full advantage of the joys and pleasures etc offered by these clubs.

Col. Webb moved that the thanks of the Stockholders be extended to Col. Morehead for his willing and efficient services as presiding officer of this body for years. The motion was unanimously and enthusiastically adopted.

No other business coming to the attention of the meeting, on motion of Mr. Gilkey, seconded by Mr. Allen, the meeting adjourned.

(Signed) J. T. MOREHEAD.
Chairman.

By J. P. COOK, Secretary.

PRESIDENT'S REPORT.

North Carolina Railroad Company,
President's Office.

Burlington, N. C., July 12th, 1917.

To the Stockholders, and to the Board of Directors of the North Carolina Railroad Company:

Gentlemen:—

I beg to submit herewith for your consideration the reports of your officers and committees; Secretary and Treasurer, Finance Committee, Land Committee and Expert. These reports all show the Company to be in good condition in every particular.

Respectfully submitted,

W. H. WOOD, President.

SECRETARY AND TREASURER'S REPORT.

Burlington, N. C., July 12th, 1917.

To Hon. W. H. Wood, President, and to the Board of Directors of the North Carolina Railroad Company:

Gentlemen:—I herewith submit the annual statement of the North Carolina Railroad Company, showing the financial condition for the fiscal year ending May 31st, 1917, also statement of receipts and disbursements of the Company for the same period.

Very respectfully,
J. P. COOK, Sec'y & Treas.

ASSETS.

Contsruction and Equipment	$4,975,627.53
State University Railroad Stock	5,000.00
N. C. Railroad Stock	250.00

CASH ASSETS.

Dividend Tax	17.95
Bills Receivable	300.00
Cash on hand May 31st, 1917	19,405.32
	$5,000,600.80

LIABILITIES.

Capital Stock	$4,000.000.00
Profit and Loss	856,611.80

FLOATING DEBTS.

Dividend Certificates	108.00
Unpaid Dividends	3,832.00
3½ per cent on Dividend No. 55 due August 1st, 1917	140,049.00
	$5,000,600.80

RECEIPTS.

From Lease of Road	286,000.00
From Lease Union Passenger Station, Raleigh, N. C.	988.78
From Sale of Real Estate	1,000.00
From Dividend	14.00
From Interest	389.62
From Rent	60.00
From Southern Railway for Excise Tax	4,214.97
Cash on hand June 1st, 1916	18,066.74
	$310,734.11

DISBURSEMENTS.

Dividends Paid	279,902.00
Salaries and Allowance Clerk Hire	4,600.08
Incidentals	1,711.14
Taxes, State, County, City and Federal	5,115.57
Cash on hand June 1st, 1917	19,405.32
	$310,734.11

REPORT OF LAND COMMITTEE.

To Hon. W. H. Wood, President, and to the Board of Directors of the North Carolina Railroad Company:

The Land Committee beg to report that since last meeting of the Stockholders there has been paid into the Treasury for lots sold in the City of Burlington, N. C., the sum of $1,000.00 prior to May 31st.

Respectfully submitted.

Alexander Webb,
W. T. Brown,
J. P. Yount,
Land Committee.

July 12th, 1917.

REPORT OF FINANCE COMMITTEE.

Burlington, N. C., June 21, 1917.

To Hon. W. H. Wood, President, and to the Board of Directors of the North Carolina Railroad Company:

Your Finance Committee has examined all the accounts and vouchers of your Secretary & Treasurer and find them correct. The records and books of the Company are kept in an accurate and intelligent manner and the system of filing is abuntantly satisfactory. We find that the Company has a balance of $19,405.32. Of this amount the sum of $2,235.82 is deposited on open account and $17,-169.50 on certificates of deposit bearing 4 per cent interest with various banks as follows:

The First National Bank, Burlington, N. C.	1,000.00
Bank of Morganton, Morganton, N. C.	1,000.00
Wachovia Bank & Trust Co., Winston-Salem, N. C.	2,019.50
Bank of Waynesville, Waynesville, N. C.	1,000.00
The Commercial National Bank, Raleigh, N. C.	1,000.00
The Concord National Bank, Concord, N. C.	2,000.00
American Trust Co., Charlotte, N. C.	1,000.00
Alamance Loan & Trust Co., Burlington, N. C.	1,000.00
Citizens Bank & Trust Co., Concord, N. C.	2,150.00
American Exchange National Bank, Greensboro, N. C.	1,000.00
The Charlotte National Bank, Charlotte, N. C.	1,000.00
Cabarrus Savings Bank, Concord, N. C.	1,000.00
The Concord National Bank, Concord, N. C.	1,000.00
Cabarrus Savings Bank, Mount Pleasant, N. C.	1,000.00
	$17,169.50

As this will be the last meeting of your Committee under the present administration of the Company, the members take this occasion to express their appreciation of the courtesies received at the hands of the officers. The thanks of the committee are especially due and are hereby extended to Hon. J. P. Cook the Secretary and Treasurer, and his able assistant Mr. Paul E. Morrow. Their many acts of kindness will be held in continuous and grateful remembrance by every member of the committee.

Respectfully submitted,

Bennehan Cameron,
James E. Carraway,
Frank P. Tate,
J. G. Steed,
J. T. Wood,
Finance Committee.

Richmond, Va., November 2, 1916.

Mr. Fairfax Harrison,
President, Southern Railway Company,
Washington, D. C.

Mr. W. H. Wood,
President, N. C. Railroad Company,
Charlotte, N. C.

Gentlemen:

One of the terms of the lease of the North Carolina Railroad to the Southern Railway Company, is that a representative of each Company shall make an annual inspection, of the property, of the North Carolina Railroad Company.

We submit below our report of the annual inspection made this 2nd day of November, 1916:

RAIL:

Between M.P.	and M.P.	Miles Laid	Weight per Yard	New or Relay	Releasing
H-0	H-1	.41	85lb	New	75lb
H-41	H-43	1.35	85lb	New	80lb
H-54	H-55	.26	85lb	New	75lb
H-81	H-93	10.10	85lb	New	75lb
H-115	H-118	1.58	75lb	Relay	60lb
Total		13.70 miles.			

NED DOUBLE TRACK

NOTHING TO REPORT.

BALLAST

Between M.P.	and M. P.	Kind.	Cubic yards.
H-1	H-2	Gravel	220
H-2	H-3	Gravel	30
H-4	H-5	Gravel	30
H-5	H-6	Gravel	325
H-6	H-7	Gravel	100
H-7	H-8	Gravel	70
H-9	H-10	Gravel	130
H-10	H-11	Gravel	150
H-11	H-12	Gravel	70
H-15	H-16	Gravel	30

H-16	H-17	Gravel	95
H-17	H-18	Gravel	100
H-19	H-20	Gravel	60
H-24	H-25	Gravel	60
H-25	H-26	Gravel	30
H-26	H-27	Gravel	320
H-28	H-29	Gravel	70
H-29	H-30	Gravel	250
H-31	H-32	Gravel	372
H-32	H-33	Gravel	60
H-33	H-34	Gravel	300
H-34	H-35	Gravel	97
H-35	H-36	Gravel	530
H-36	H-37	Gravel	70
H-37	H-38	Gravel	505
H-39	H-40	Gravel	110
H-40	H-41	Gravel	70
H-44	H-45	Gravel	30
H-45	H-46	Gravel	30
H-47	H-48	Gravel	60
H-48	H-49	Gravel	35
H-49	H-50	Gravel	490
H-50	H-51	Gravel	150
H-51	H-52	Gravel	165
H-53	H-54	Gravel	160
H-54	H-55	Gravel	390
H-57	H-58	Gravel	320
H-59	H-60	Gravel	80
H-60	H-61	Gravel	355
H-61	H-62	Gravel	180
H-62	H-63	Gravel	280
H-63	H-64	Gravel	240
H-65	H-66	Gravel	280
H-66	H-67	Gravel	460
H-67	H-68	Gravel	505
H-69	H-70	Gravel	200
H-71	H-72	Gravel	160
H-72	H-73	Gravel	240
H-73	H-74	Gravel	840
H-78	H-79	Gravel	200
H-79	H-80	Gravel	1147
H-81	H-82	Gravel	230

H-83	H-84	Gravel	160
H-84	H-85	Gravel	160
H-85	H-86	Gravel	200
H-86	H-87	Gravel	397
H-87	H-88	Gravel	180
H-89	H-90	Gravel	95
H-90	H-91	Gravel	80
H-91	H-92	Gravel	165
H-92	H-93	Gravel	77
H-107	H-108	Gravel	200
H-1	H-2	Stone	45
H-1	H-2	Chatts	75.64
H-2	H-3	Chatts	264.72
H-3	H-4	Chatts	113.46
H-4	H-5	Chatts	107.58
297	298	Chatts	410
300	301	Chatts	830
303	304	Chatts	135
316	317	Chatts	615
317	318	Chatts	385
318	319	Chatts	450
319	320	Chatts	385
320	321	Chatts	205
321	322	Chatts	410
326	327	Chatts	378.20
327b	328	Chatts	189.10
328	329	Chatts	264.74
329	330	Chatts	302.56
303	304	Gravel	620
335	336	Screenings	77.68
290	291	Stone	45
291	292	Stone	135
294	295	Stone	45
295	296	Stone	45
296	297	Stone	45
297	298	Stone	167.80
298	299	Stone	215.15
301	302	Stone	225
299	300	Stone	422
303	304	Stone	280
304	305	Stone	270
306	307	Stone	225

307	308	Stone	933.18
308	309	Stone	315
309	310	Stone	655
310	311	Stone	718.83
311	312	Stone	1315
312	313	Stone	314.39
313	314	Stone	623
314	315	Stone	990
315	316	Stone	450
316	317	Stone	492
318	319	Stone	225
319	320	Stone	462
321	322	Stone	1045.25
325	326	Stone	80
326	327	Stone	135
327	328	Stone	90
328	329	Stone	770.04
329	330	Stone	492
332	333	Stone	275
339	349	Slag	8340.6
350	375	Slag	6440
365	356	Stone	25.27
351	354	Stone	30.29
356	374	Slag	15146.64
339	350	Slag	2982
TOTAL			65461.12

Summary:—

	Cu. Yds.
Stone	13138.20
Gravel	13815.00
Slag	32909.24
Chatts	5521.00
Screenings	77.68
Total	65461.12

SIDE TRACKS—INDUSTRIAL.

Location	For whom	New or Extension	Total Length
Princeton,	Empire Mfg. Co.	New	337.5 ft.
Pine Level,	Utility Mfg. Co.	Ext.	90.0 gt.
Mebane,	J. E. Latham.	New	270.0 ft.

Mebane,	Trollinger and Montgomery	Ext.	906.0 ft.
West Durham	City of Durham.	New	1025.0 ft.
Hillsboro,	Standard Oil Co.	New	210.0 ft.
Greensboro,	Central Carolina Fair Ass'n.	Ext.	580.0 ft.
Greensboro,	Geo. C. Brown & Co.	New	700.0 ft
Salisbury,	Catawba Ice & Fuel.	New	495.0 ft.
Burlington,	Gulf Paving Co.	New	310.0 ft.
Hillsboro,	O. E. Bivins,	New	500.0 ft.
Raleigh,	Dunn March & Thompson.	New	750.0 ft.
Charlotte,	A. Sprunt Sons,	Ext.	193.0 ft.
Kannapolis,	Cannon Mfg. Co.	Ext.	90.0 ft.
Landis,	Lynn Mills,	Ext.	90.0 ft.
Salisbury,	Goodman Lbr. Co.	Ext.	580.0 ft.
Concord,	A. B. Pound,	New	286.0 ft.
Concord,	Cannon Mfg. Co.	Ext.	342.0 ft.

SIDE TRACKS, COMPANY:

Location	Kind.	New or ext.	Total Length
Method,	Siding	Ext.	152.0 ft.
Pomona,	Crossover.	New	210.0 ft.
Pomona,	Temp. Coal Track.	New	970.0 ft.
Spencer,	House Track.	Ext.	150.0ft.
Kannapolis,	Team Track and Coal Trestle	New.	805.0 ft.

NOTE:

Extension of passing tracks at Four Mile, McLeansburg, Graham, Wilson's Mill, Clayton, Garner, Efland, Hillsboro, Cary, Clegg and Funston for handling Mikado Engines under way but work not yet completed.

CROSS TIES:

Renewals		New Construction.	
Main Line	Side Tracks	Main Line	Side Tracks
149571	41452	15	5238

SWITCH TIES:

Renewals		New Construction.	
Main Line	Side Tracks	Main Line	Side Tracks
88 Sets	69 Sets	None	19 Sets

TRESTLES:

Location	Nature of Work.
MP H-6.1	Repairs
H-25.7	Repairs
H-54.3	Repairs
H-54.5	Repairs
H-101.6	Repairs
H-102.7	Repairs
H-104.2	Repairs
H-127.6	Repairs
H-128.9	Repairs
Thomasville No. 1	Repairs
Thomasville No. 2.	Repairs
Thomasville No. 3	Repairs
316	Repairs
H-81.4	Repairs
H-82.4	Repairs

BRIDGES:

Location	Nature of Work
MP H-25.6	Repairs
H-27.6	Repairs
H-27.8	Repairs
H-42.5	Repairs
H-42.6	Repairs
H-41.0	Repairs
H-46.2	Repairs
H-68.9	Repairs
326	Repairs
326.4	Repairs
330.8	Repairs

BUILDINGS:

Location	Kind.	Nature of work.
Selma,	Changes	Moving depot
Greensboro,	Toilets	Sanitary toilets at R. House.
Greensboro,	Storehouse	Storehouse changes
East Durham,	Depot	New Passenger Depot.
Selma	Stock pens	Cattle pens repaired.
Thomasville,	Repairs	Passenger depot repaired.

Greensboro,	Repairs	Express Platform repaired.
Linwood,	Section house	Section House repaired.
Raleigh,	Toilets	Section House toilets.
Salisbury,	Car body	Fitting up car bodies for laborers.
Holtsburg,	Waiting Shed	Waiting shed repaired.
Goldsboro,	Freight Depot	Freight Depot repaired.
High Point	Freight Depot.	Freight Depot repaired.
Lake,	Freight Depot.	Freight Depot repaired.
Elon College,	Freight Depot.	Freight Depot repaired.
Salisbury,	Freight Depot, 3	Freight Depot repaired.
Jamestown,	Standard Passenger Platform	
Clayton,	Standard Passenger Platform	
High Point,	Fitting up car bodies for laborers.	
Jamestown,	Fitting up car bodies for laborers.	
Mebane,	Toilets.	
Linwood,	Fitting up car bodies for labores.	
Linwood,	Depot repaired.	
Lexington,	Car body for laborers.	
Hillsboro,	Depot repaired.	
Pomona,	Waiting shed,	
Durham,	Depot and platform repaired.	
Hillsboro,	Section house repaired.	
Durham,	Phone booth and line.	
Durham,	Re-installation of track Scale.	
Hillsboro	Dry Closets installed.	
Salisbury,	Delivery Clerk's office.	
Raleigh,	Union Station repairs.	
Wilson's Mills,	Cotton Platform repaired.	
Burlington,	Putting down coping,	
Clayton,	New Platform Scale,	
Durham,	Watch Boxes repaired,	
Hill Top,	Section House repaired.	
Thomasville,	Section House repaired.	
Haw River,	Section House repaired.	
Salisbury,	Changing Slate in Settees.	
Haw River,	Depot repaired.	
Greensboro,	Hall, Toilets, and mail room repaired.	
Graham,	Depot repaired.	
Raleigh,	Train Shed repaired.	
Linwood,	New Stock Pen.	
Glen Raven,	Extension to Platform.	

Lexington,	Depot repaired.
Raleigh,	Section House repaired.
Kannapolis,	New Depot.
Hann,	New Passenger Booth.
Glass,	Additional room to Section House.

UNDERGRADE AND OVERHEAD CROSSINGS:

tion	Nature of work.
MP-314	Overhead bridge repaired.
Lexington,	Overhead bridge repaired.
MP H-53.5,	Underpass repaired.
Thomasville,	Overhead bridge repaired.
Greensboro, Fulton St.	Undergrade X' ing repaired.
Salisbury,	Overhead bridge repaired.
MP H-54.5,	Overhead bridge repaired.
H-51.2,	Underpass repaired.
287.5.	Overhead bridge repaired.
287.8.	Overhead bridge repaired.

STANDARD ROAD CROSSING:

Location.	Nature of work.
MP 324.3,	Crossing installed.
321.5,	Crossing installed.
320.8,	Crossing installed.
287.3,	Crossing installed.
Durham, Chapel Hill, St.	Crossing installed.
Durham. Corcoran, St.	Crossing installed.
MP 319.3,	Crossing installed.
H-81.0,	Crossing installed.
309.9,	Crossing installed.
H-81.2,	Crossing instal.ed.
Thomasville, Boyles, St.	Crossing installed.
MP H-17.0,	Crossing installed.
H-14.7,	Crossing installed.
H-14.8,	Crossing installed.
H-14.0,	Crossing installed.
290.8,	Crossing installed.
H-21.1,	Crossing installed.
H-20.8,	Crossing installed.
H-19.5,	Crossing installed.

H-19.0,	Crossing installed.
H-16.6,	Crossing installed.
H-16.7,	Crossing installed.
Salisbury,	Crossing installed.
MP 336.4,	Crossing installed.

WATER STATIONS:

Location	Nature of work.
Neuse River	Repairs made.
Yadkin River,	Repairs made.
Greensboro,	Repairs made.
Auburn,	Repairs made.
University,	Repairs made.
Lake,	Repairs made.
Jamestown,	Repairs made.
Greensboro,	Repairs made.
East Durham,	Repairs made.
Selma,	Repairs made.

COALING STATIONS:

NOTHING TO REPORT.

CULVERTS:

Location	Nature of work
Thomasville,	Repairs made.
MP 316-317	Repairs made.
Greensboro, Martin St.	48" Concrete Culvert installed.
MP 379.8,	Concrete Culvert installed.

TRACK SCALES:

Location	Nature of work.
Air Line Junction,	New Track Scales installed.

STANDARD PASSENGER LANDINGS:

Location	Nature of work.
Harrisburg,	New passenger landing.
Landis,	New passenger landing.
Newell,	New passenger landing.

DRIVING PILES TO PROTECT ROADBED:

Location	Lineal feet driven.
MP 322-323	438 ft.
MP 320-321	146 ft.
323-324	292 ft.
H-9 and H-14	584 ft.
H-3 and H-8	146 ft.
325-329	4734 ft.
308-309	2980 ft.

TIE PLATES APPLIED:—38027.

GUARD RAIL CLAMPS APPLIED:—49.

STANDARD SWITCH SLIDES AND BRACES APPLIED:—15.

ANTI-RAIL CREEPERS APPLIED:—16478.

RAIL ANCHORS APPLIED:—519.

NUT LOCKS APPLIED:—1199.

MISCELLANEOUS IMPROVEMENTS:

Location.	Nature of Improvements.
Jamestown,	Beautifying station grounds.
University,	Beautifying station grounds.
High Point,	Beautifying station grounds.
MP 327,	Installing drain box in wet cuts.
MP 327.6,	Installing drain box in wet cuts.

STATEMENT SHOWING MAINTENANCE OF NORTH CAROLINA RAILROAD EQUIPMENT AS OF SEPTEMBER, 30TH, 1916:

Original N. C. Number	Original So. Ry. Number	Disposition	Present Assigned Number
6008	1647	Change plates removed	12250
6012	1648	Condemned	13100
6013	1649	Condemned	10495
6026	1652	Changed	12201
6027	1653	Destroyed	12202
6030	1654	Changed	12203
6031	1655	Changed	12204

6014	1615	Changed plates removed	12251
6015	1651	Changed plates removed.	13940
6033	1656	Change plates removed.	12014
6034	1657	Change plates removed.	13941
6036	1658	Condemned	12205
6037	1659	Change plates removed.	10496
6038	1660	Change plates removed	10501
6039	1661	Condemned	12206
6040	1662	Destroyed	10502
6042	1663	Change plates removed.	12200
6043	1664	Condemned.	13942
6044	1665	Condemned.	13943
6045	1666	Condemned.	10526
6048	1667	Change plates removed.	12254
6049	1668	Change plates removed.	13944
6050	1669	Change plates removed.	121199
6051	1670	Destroyed.	13101
6052	1671	Changed.	10541
6053	1672	Changed.	10548
6056	1673	Condemned.	10565
6067	1674	Condemned.	12211
6068	1675	Destroyed.	10576
6070	1676	Condemned.	10596
6072	1677	Changed.	10597
6073		Destroyed.	10598
6074		Destroyed.	10621
6075	1678	Change plates removed.	13945
6076	1679	Destroyed.	12256
6077	1680	Condemned.	12046
6107	1681	Condemned.	12214
6111	1682	Condemned.	12215
6117	1693	Condemned	13102
6119	1684	Condemned	12052
6120		Destroyed	10622
6123	1685	Destroyed	13946
6132	1686	Condemned	12216
6146	1687	Condemned	13947
6180	1688	Change plates removed.	13103
6215	1689	Condemned	10632
6218		Destroyed.	12218
6220	1690	Change plates removed.	10640
6260	1691	Destroyed.	13948

6278	1692	Condemned.	13949
6281	1693	Change plates removed.	13950
6286		Destroyed.	12219
6381	1694	Condemned.	10651
6016	5614	Change plates removed.	13952
6017	5615	Destroyed.	6107
6018			12014
6019	5617	Condemned.	10652
6020	5618	Condemned.	12260
6024	5619	Condemned.	10653
6025	5620	Destroyed.	12221
6029	5621	Destroyed.	12222
6032	5622	Destroyed.	13104
6041	5623	Condemned.	12223
6046	5624	Destroyed.	10657
6054	5625	Destroyed.	12224
6056	5626	Destroyed.	13106
6057	5627	Condemned.	10702
6059	5628	Destroyed.	10711
6060	5629	Destroyed.	12227
6061	5630	Destroyed.	15107
6062	5631	Destroyed.	12228
6063	5632	Destroyed.	15108
6065	5633	Destroyed.	10715
6069	5634	Destroyed.	12291
6071	5635	Condemned.	10729
6078	5636	Condemned.	13109
6102	5637	Condemned.	10737
6112	5638	Condemned.	12232
6150	5639	Change plates removed.	10747
6152	5640	Destroyed.	10751
6184	5641	Destroyed.	12234
6189	5642	Destroyed.	12235
6204	5643	Destroyed.	10779
6207	5644	Destroyed.	13953
6310	5645	Destroyed.	10824
6217	5646	Condemned.	12262
6226	5647	Change plates removed.	10826
6249	5648	Change plates removed.	13111
6267	5649	Condemned.	10836
6276	5650	Condemned.	10839
6277	5671	Change plates removed.	10846

6280	5662	Condemned	13954
	4202	Destroyed.	12240
	4205	Destroyed.	12242
	1642	Condemned.	10861
	1980	Destroyed.	12244
	6875	Destroyed.	12245
	3692	Changed.	12246
	6565	Condemned.	12247
	6345	Condemned.	13955
	6704	Condemned.	11002
	6281	Destroyed.	13956
	4499	Destroyed.	12248
	3823	Destroyed.	11968
	1605	Destroyed.	12249
	6883	Destroyed.	12182
	6490	Destroyed.	10893
	6527	Destroyed.	13957
	6788	Destroyed.	13958
	6868	Destroyed.	10908
	6871	Destroyed.	13959
	6901	Condemned.	12266
	7239	Destroyed.	13960
	7281	Destroyed.	12268
	7327	Destroyed.	12269
	7385	Destroyed.	12270
	7457	Destroyed.	10916
	7495	Destroyed.	12271
	7539	Destroyed.	13115
	7540	Destroyed.	13116
	7548	Destroyed.	13961
	7612	Destroyed.	10944
	4135	Stenciling removed.	13962
	8576	Changed.	12174
	8610	Destroyed.	13117
	8637	Destroyed .	10959
	8651	Destroyed.	13963
	8658	Destroyed.	10961
	8734	Destroyed.	13964
	9402	Destroyed.	13965
	9458	Destroyed.	10991
	6045	Destroyed.	13118
	9513	Destroyed.	10992

9515	Destroyed.	13966
9523	Destroyed.	12277
9651	Destroyed.	11116
9674	Destroyed.	11119
9747	Destroyed.	12280
10075	Destroyed.	11153
10095	Destroyed.	11177
10126	Changed.	13119
10311	Destroyed.	12010
10598	Destroyed.	13967
10634	Destroyed.	13120
10670	Destroyed.	11184
10821	Destroyed.	13121
10872	Destroyed.	12288
11031	Destroyed.	13968
11073	Destroyed.	11186
11221	Destroyed.	12289
11287	Destroyed.	11192
11471	Destroyed.	11193
11562	Destroyed.	13123
22208	Destroyed.	13969
22365	Destroyed.	13970
22365	Destroyed.	13970
22371	Destroyed.	12284
22486	Destroyed.	12285
6458	Destroyed.	6445
6108	Destroyed.	11198

GRAVEL CARS:

48548	Destroyed.	18971
48553	Destroyed.	13124
48562	Destroyed.	11218
45563	Destroyed.	11234
48687	Destroyed.	13972
48694	Destroyed.	11244
48801	Destroyed.	11257
48920	Destroyed.	11309
49008	Destroyed.	13126
49016	Destroyed.	51426
49020	Destroyed.	13127
49148	Destroyed.	13128

	49193	Destroyed.	13973
	48527	Destroyed.	51428
	49259	Destroyed.	13129

STOCK CARS:

6953	42649	Destroyed.	43212

FLAT CARS:

16123	46038	Changed.	51398
16043	46039	Changed.	13974
16045	46040	Changed.	13130
16047	46041	Condemned.	11312
16007	48486	Condemned.	13131
16008	48487	Destroyed.	13132
16009	48488	Destroyed.	13975
16011	48489	Destroyed.	41402
16012	48490	Condemned.	13123
16013	48491	Destroyed.	11319
16014	48492	Destroyed.	13135
16015	48493	Condemned.	13136
16016	48494	Destroyed.	13976
16021	48495	Change plates removed.	11324
16024	48496	Destroyed.	48912
16027	48497	Destroyed.	13977
16035	48498	Condemned.	13978
16039	48499	Destroyed.	11325
16041	48500	Condemned.	48636
16042	48501	Destroyed.	13137
16046	48502	Condemned.	13138
16049	48503	Changed and destroyed.	13140
16050	48504	Destroyed.	13141
16202	48505	Condemned.	11335
16209	48506	Destroyed.	13142
16215	48507	Destroyed.	48608
16219	48508	Destroyed.	13980
16234	48509	Destroyed.	13143
16240	48510	Destroyed.	51408
16241	48511	Changed.	11368
	48580	Destroyed.	11372
	48877	Condemned.	13982

	48964	Destroyed.	11377
	48993	Destroyed.	48711
	46005	Sold.	13144
R&D	12165	Condemned.	51333
R&D	12258	Condemned.	13983
ETV&G	11146	Sold.	51335
ETV&G	11018	Destroyed.	11385
	48903	Destroyed.	13984
	48173	Destroyed.	11386
	40201	Destroyed.	13985
	48027	Condemned.	51307
	48706	Condemned.	13145
	48724	Condemned.	11403
	49035	Destroyed.	51416
	48082	Sold	51390
	48631	Destroyed.	13147
	48689	Destroyed.	13986
	48030	Destroyed.	51395
	48047	Destroyed.	13987
	48064	Destroyed.	51419
	48081	Destroyed.	51349
	48108	Destroyed.	51295
	48140	Destroyed.	51355
	48165	Destroyed.	11404
	48172	Destroyed.	13988
	46971	Changed.	11419
	49210	Destroyed.	48335

BOARDING CARS:

10650	B-27		B-27
10651	B-28		B-28
10654	B-31	Destroyed.	B-73
10656	B-33	Destroyed.	B-25
10658	B-35		B-35
10662	B-38		B-38
10663	B-39	Destroyed.	B-39
	B-36	Change plates removed.	B-137

CABOOSE CARS:

10201	X-36	Destroyed.	X-40
10202	X-37	Destroyed.	X-220

	X-222	Condemned.	X-1245
	X-421		X-421
	X-798	Destroyed.	X-781
	X-747	Destroyed.	X-750

SWITCH ENGINES:

15	1303	Changed.	1504
16	1304	Changed and destroyed.	1513
17	1305	Sold.	1507

8 WHEEL FREIGHT:

112	1106	Sold.	3800
113	1107	Sold.	3797
114	1108	Sold.	3762
115	1109	Sold.	3733
116	1110	Condemned.	3740
117	1111	Sold.	3734
118	1112	Changed and condemned.	3774
119	1113	Sold.	3751
120	1114	Changed and condemned.	3802
121	1115	Condemned.	3757
122	1116	Changed and condemned.	3785
123	1117	Changed and condemned.	3015

8 WHEEL PASSENGER:

640	1170	Sold.	3763
641	1171	Changed and condemned.	3722
643	951	Changed and condemned.	3745
644		Condemned.	3748
645	1172	Condemned.	3803
646	1173	Condemned.	3796
647	1174	Condemned.	3784
648	1175	Condemned.	3783

PASSENGER CARS—COACHES:

787	951		951
788	952	Change plates removed.	1231
789	953		953
790	954		954
530	706	Destroyed.	743

531	707	Condemned.	745
533	708		708
534	709	Destroyed.	742
636	710	Destroyed.	726
	700		700
	701		701
	702		702
	720		720
	721	Condemned.	744
	1009	Condemned.	1000
	1017		1017
	728		728
	729		729

MAIL AND EXPRESS.

310	152	Condemned.	145
311	153		153
312	154	Destroyed.	156
	150		150

EXPRESS CARS:

248	312	Changed.	355
249	313	Changed.	353
	300	Condemned.	356
	301		301
	302		302
	303		303
	304	Destroyed.	322
	305		305

OFFICERS CARS:

102		Sold.	7

We find the roadway, structures, etc., in good condition, as to strength, appearance and maintenance.

Respectfully submitted,

T. M. ARRINGTON,
Expert N. C. Railroad.

R. E. SIMPSON,
Gen. Supt. Sou. Ry.

OCT 1957